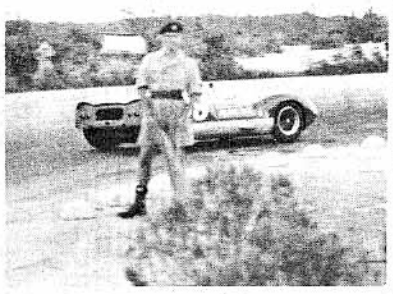
MOTOR RACING
and
ECONOMY CAR NEWS

6th Year - No. 4 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

DEC. 9 - DEC. 16, 1960
25c

# A Triumphant Dan Gurney At Nassau

**DAN GURNEY, happily laden with the Nassau Trophy and more than $7,500 in prize and accessory money, is interviewed after winning the 54-lap, 248-mile, Nassau Trophy Race which climaxed a week of Grand Tourismo, Formula Jr., kart and sports car races in the Bahamas. Gurney drove a Lotus Monte Carlo. Ricardo and Pedro Rodriguez co-drove a Ferrari to 2nd spot. (Photo by Wm. Roberts, Bahamas News Bureau)**



DAN GURNEY sweeps past soldier —flagman on way to victory.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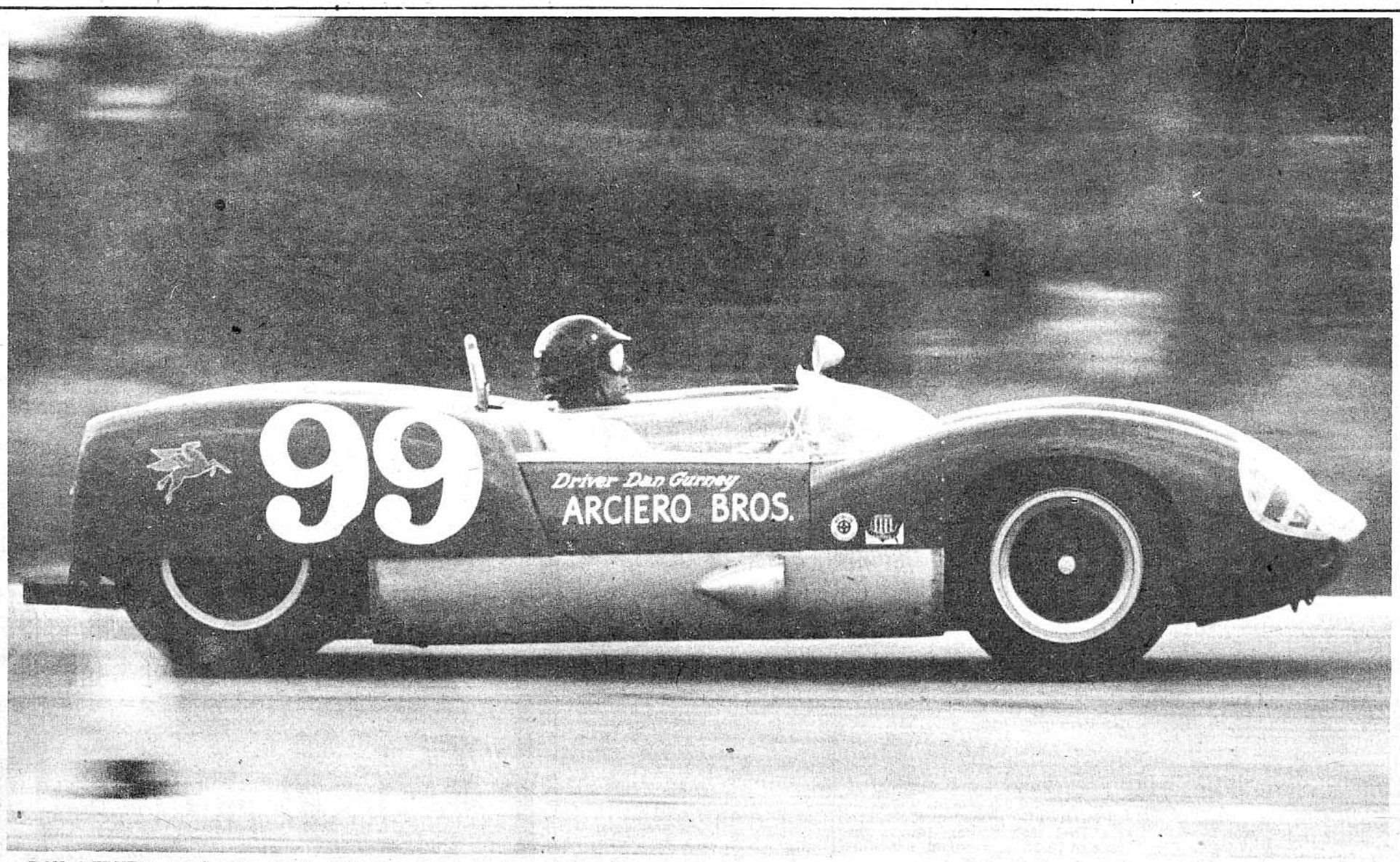
RICARDO RODRIGUEZ leaps from car during gas stop at Nassau.




DAN GURNEY, of Riverside, Calif., blasts the Frank Arciero 2.5-liter Lotus Monte Carlo through Crise's Corner on his way to the $7,500-plus victory in the Nassau Trophy Race. Gurney set a new record for the Oakes course, averaging 89.544mph for the 247.5 mils. (Photo by Wm. Roberts Bahamas News Bureau)

# Morgensen Wins at Tucson By Inches

By DUANE SPARKS
MOTORACING Staff Writer

**TUCSON, Ariz., Nov. 27—Dick Morgensen, Phoenix's gift to sports car racing, captured his 2nd successive Tucson—Pacific Coast Championship main event last week in one of the most hotly contested races ever held. Pacing his Ferrari Testa Rossa to perfection, Morgensen let the fast early runners wear themselves out before he came on like Gang Busters in the last lap to win by a scant 3 feet over Bob Bondurant, who** was enjoying a 1st-time ride in Dr. Budurin's Hageman Special.

A crowd of 7,500 at the 1.6 mile Tucson Municipal Airport course was treated to a terrific demonstration of competitive driving during this main event. With Bat Masterson's Batmobile II taking the lead on the 1st lap followed by Morgensen, Hap Sharp of Midland, Texas, in his Lister Corvette and Bondurant things started off with a bang when Masterson spun out on the 2nd lap and Bondurant skated through to take the lead. He managed to hold it to the 24th lap, being pushed all the while by Sharp. They both ran away from Morgensen who dropped back about 20 seconds. Sharp passed Bondurant on the 24th only to have his engine blow up on the 26th. Bondurant, enjoying his 20 second lead, nursed the big Buick special along while Morgensen began whittling away at the rate of about 2 seconds per lap. On the back

(Continued on Page 4)

## Moss Wins Nassau Tourist Trophy Race

NASSAU, Bahamas, Nov. 27—The biggest race name here—Stirling Moss of England—won the opening major event of the 7th annual Bahamas Speed Weeks. It was the 25-lap Nassau Tourist Trophy race for Grand Touring cars of all classes.

More Nassau Photos on Page 5

Moss swept to a new record in a blue 3-liter Ferrari coupe, averaging 83.559mph for the 112.5-miles around the 4.5-mi. Oakes course. The old record of 78.01mph was set last year by Johnny Cuevas in a Porsche Carrera.

It was a big day for the Ferraris

(Continued on Page 6)

## Mexican Race to Pay $20,000

By GUS V. VIGNOLLE
Editor of MOTORACING

MEXICO CITY, Dec. 7 — Road racing in Mexico is coming to life. The municipal Sports City Autodrome here will be the scene of a program of 7 pro races with a total prize fund of $20,000 (dollars) on Sunday, Jan. 15.

U.S. drivers are invited to compete against the top talent of Mexico.

Topping the program will be a Formula Junior race with 1st prize of $.2400 and paying $160 through 10th place. The other 10 and 15-lap races around the 5-km. course are for imports and U.S. compacts in sedan and grand touring categories, each event a class in itself. First 3 places come in for cash, with either $480 or $640 to the winner.

**There has been a lot of bellowing down here over the fact that only one race—for compacts—has been held at the Autodrome since it was built nearly 3 years ago. Segments of the press have blasted the municipal and federal administrations for prohibiting racing.**

The beautiful, banked Autodrome, which I inspected 2 years ago, has been labeled a "white elephant."

Immediately after authorities gave the green light, a committee for the Mexico City Races was formed, and it came up with this deal. The group (Club RODA members) is made up of Javier Valasquez, Carlos Braniff, Juan Manuel Rullan and Luis Zalace.

Write to MOTORACING, P.O. Box 1127, Culver City, Calif. for additional details and entry blanks.

Another road race on the drawing boards here is a corker along a 4.2-mi. course skirting the majestic harbor at Acapulco, Mexico's famous resort city. The race would start a point near the airport and end in Acapulco.

Tentative date is next March 19, according to Merrill Meiroff, of Mexico City and Palm Springs. He contacted FIA officials at the recent U.S. Grand Prix at Riverside and ran into problems. Meiroff said he was told a national race must bet held before 1960 is over on the same course to be used next March, if the world's top-rated drivers (classified) are to be permitted to participate.

This presents a stiff hurdle, since at least 2 months are needed to get the course in shape.

Meiroff also is thinking in terms of bringing a Formula I Grand Prix in January of 1962 to Mexico, providing Argentina does not run a GP at this usual time of the year.

And for that never-ending question—will the famous Mexican road race ever be held again?—the answer seems to be N-O. Officials here give you an emphatic negative answer and back it with this reason: Muy peligrosa (too dangerous).

# Gurney Wins the Nassau Big One

By GUS V. VIGNOLLE
Editor of MOTORACING

NASSAU, Bahamas, Dec. 4—Last year about this time, Dan Gurney, the popular Riverside, Calif., driver, was a disconsolate young man. He hobbled around on crutches after suffering a broken foot when struck by a kart in the pits. He had to miss the big race.

Today, in the tropic dusk, he wore a pleasant grin as he tried to answer the questions of scores of newsmen, posed for even more photographers and autographed programs for a throng that engulfed him.

Dan had just won a big international sports car race — the $10,000-plus Nassau Trophy — in Frank Arciero's beefed-up 2.5-liter Lotus Monte Carlo. This was the machine that blew a head gasket at Riverside and failed to start at Laguna Seca when the flywheel sheared off the crankshaft.

Gurney's time was 2h42m49.42s for a record average speed of 89.544-mph. The race was 55 laps around the 4.5-mi. Oakes course; it was shortened one lap to 247.5mi. because of a deadline to eliminate running in the darkness. The old record of 87.549mph was set in '58 by Chuck Daigh and Lance Reventlow in the Chev.-Scarab.

(Continued on Page 3)

# Letters to MotoRacing

## PACIFIC COAST POINT STANDINGS

**By ERIC HAUSER**
**As of Dec. 5, 1960**

The following races have been included in computing MOTORACING's Pacific Coast Point Standings: Palm Springs, Willow Springs, Westwood, B.C., Pomona, Stockton, L.A. Examiner GP at Riverside, Shelton, Wash., Cotati, Shelton, Vacaville, Phoenix, Arlington, Wash., Westwood, B.C., Salt Lake City, Madras, Ore., Shelton, Santa Barbara, Laguna Seca, Del Mar, Pomona, Santa Maria, Vacavilk, Cotati, Santa Barbara, Marchbanks, Del Mar, Cotati, S.F. Examiner GP at Laguna Seca, L.A. Times-Mirror GP at Riverside, San Luis Obispo, Pomona and Tucson. The final race for 1960 is at Las Vegas, Dec. 10-11.

**MAIN EVENT**

| | | | |
|---|---|---|---|
| 1 | Bob Drake | Maserati | 219 |
| 2 | Dic Morgensen | Ferrari | 186 |
| 3 | Jim Connor | Maserati | 145 |
| 4 | Bill Krause | Maserati | 130 |
| 5 | Max Balchowsky | Old Yeller | 114 |
| 6 | Don Hulette | Lister-Chev. | 113 |
| 7 | Jack Nethercutt | Ferrari | 104 |
| 8 | Jack Graham | Ferrari | 100 |

**CLASS E MODIFIED**

| | | | |
|---|---|---|---|
| 1 | Ken Miles | Zipper-Estes Por. | 142 |
| 2 | Scooter Patrick | Adam-Mitch. Por. | 131 |
| 3 | Jack McAfee | Porsche RSK | 96 |
| 4 | Steve Herrick | Porsche RSK | 59 |
| 5 | Bob Challman | Lotus-MG | 45 |
| 6 | Chuck Parsons | Lotus-Ferrari | 43 |

**CLASS F MODIFIED**

| | | | |
|---|---|---|---|
| 1 | D.D. Michelmore | Porsche RS | 149 |
| 2 | Emil Pardee | Porsche RS | 99 |
| 3 | Don Wester | Porsche RS | 68 |
| 4 | Jay Chamberlain | Lotus | 64 |
| 5 | Lew Florence | Lotus | 53 |

**CLASS G MODIFIED**

| | | | |
|---|---|---|---|
| 1 | Art Snyder | Lotus | 143 |
| 2 | Kurt Neumann | Lotus | 116 |
| 3 | Frank Monise | Lotus | 97 |
| 4 | Art O'Connor | Lola | 85 |
| 5 | Don Maslin | Lotus | 75 |
| 6 | Randy Cowherd | Lotus | 68 |

**CLASS H MODIFIED**

| | | | |
|---|---|---|---|
| 1 | Harry Jones | Lotus-Fiat | 262 |
| 2 | Chuck Gounis | Fiat-Crosley | 184 |
| 3 | I. Lindquist | SAAB | 89 |
| 4 | Jack Sparks | Miller-Sparks | 86 |
| 5 | Hugh Pryor | Sondra | 83 |
| 6 | Geo. Schillreff | SAAB | 77 |
| 7 | Bill Molle | Fairchild | 74 |

**CLASS B PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Tony Settember | Corvette | 103 |
| 2 | Dave McDonald | Steves Corvette | 89 |
| 3 | Vince Mayell | Corvette | 61 |
| 4 | Buford Lane | Washb. Corvette | 49 |
| 5 | Scott Briley | Corvette | 48 |
| 6 | Bob Dickson | Corvette | 47 |
| 7 | Bill Sherwood | Corvette | 44 |

**CLASS C PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Peter Culkin | MB 300 SL | 129 |
| 2 | Hap Richardson | Jaguar | 56 |
| 2 | Gary Yonemoto | MB 300 SL | 56 |
| 3 | Frank Saraga | Jaguar | 32 |
| 4 | Dave Troeffer | MB 300 SL | 25 |

**CLASS D PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Jay Hills | Porsche C. | 146 |
| 2 | Bob Windhorst | AH 100 S | 104 |
| 3 | Ron Bucknum | AC Bristol | 103 |
| 4 | Pete Haywood | AC Bristol | 84 |
| 5 | Rick Hilgers | Morgan | 62 |
| 6 | Pete Kunkle | AC Bristol | 57 |
| 7 | E. Mendenhall | Porsche C. | 54 |
| 8 | Ted Conrad | Porsche C. | 48 |

**CLASS F PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Geo. Follmer | Porsche | 192 |
| 2 | Dr. Ken Hayes | Morgan | 169 |
| 3 | R. W. Kastner | TR3 | 166 |
| 4 | Dan Stephens | AH | 163 |
| 5 | Bill Hinshaw | Porsche | 155 |
| 6 | Bob Kirby | Porsche | 151 |
| 7 | Frank Copeland | Porsche | 141 |

**CLASS F PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Ed Barker | Porsche | 256 |
| 2 | Ray Pickering | Elva | 212 |
| 3 | Charles Gates | Porsche | 179 |
| 4 | Steve Froines | Alfa Romeo | 162 |
| 5 | Tom Milana | Alfa Romeo | 116 |
| 6 | Chuck Kessinger | Alfa Romeo | 107 |
| 7 | Ed Mackey | Alfa Romeo | 98 |

**CLASS G PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Willie West | Alfa Romeo | 114 |
| 2 | Bruce Augustus | Alfa Romeo | 47 |
| 3 | John English | Alfa Romeo | 41 |
| 4 | Jim Fouch | Alfa Romeo | 34 |

**CLASS H PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | David Grossman | Sprite | 231 |
| 2 | Paul Cunningham | Sprite | 136 |
| 3 | Bill Young | Sprite | 126 |
| 4 | Dick Boyle | Sprite | 115 |
| 5 | L. E. Randolph | Sprite | 102 |
| 6 | Bud Smith | Turner | 84 |
| 7 | Bob Bent | Sprite | 76 |

**CLASS I PRODUCTION**

| | | | |
|---|---|---|---|
| 1 | Hud Stephenson | Fiat-Abarth | 168 |
| 2 | Dan Parkinson | Fiat-Abarth | 102 |
| 3 | George Kendall | Fiat-Abarth | 44 |
| 4 | M. Silvi | Fiat-Abarth | 40 |

**WOMEN — OVER 1600cc**

| | | | |
|---|---|---|---|
| 1 | Barbara Windhorst | A-H 100 S | 104 |
| 2 | Ginny Simms | Corvette | 75 |
| 3 | Paula Murphy | A-H | 44 |
| 4 | Gail Liebaert | Ferrari | 29 |
| 5 | Mary McGee | Corvette | 28 |
| 6 | Audrey Edinger | Corvette | 25 |

**WOMEN — UNDER 1600cc**

| | | | |
|---|---|---|---|
| 1 | Betty Shutes | Porsche RSK | 157 |
| 2 | Joan Galloway | Lotus | 155 |
| 3 | Prudence Baxter | Lotus | 119 |
| 4 | Charlotte Duncan | Lotus | 75 |
| 5 | Alice Warren | Alfa Romeo | 73 |
| 6 | Shirley Reitz | Elva | 65 |

**FORMULA JUNIOR**

| | | | |
|---|---|---|---|
| 1 | Jack Flaherty | BMC | 108 |
| 2 | Jay Chamberlain | Lotus | 91 |
| 3 | Don Wester | Elva | 78 |
| 4 | Tom Handley | Stanguellini | 64 |
| 5 | Jim Parkinson | Gemini | 53 |
| 6 | Bill Krause | Stanguellini | 49 |
| 7 | Walt Hansgen | Cooper | 48 |
| 8 | Ed Leslie | Lotus | 40 |

## Letters Welcome

*"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.*

**Blasts SCCA**

Since I've got the name of a person writing nasty letters, here goes —SCCA LA region has announced Memorial Day and Labor Day races at Pomona. These SCCA race dates have been traditional just as Palm Springs with SCCA twice a year. SCCA (School Children's Car Association) has had so far this year five events of their own beginning January 23-24 at Palm Springs. I'm including their giant slaloms at Del Mar. This is a fine course for Go-Karts, but they still call it Road Racing. November 5-6 was their 6th event of the year. CSCC had scheduled at the 1st of the year 13 events with respective dates. Some came off, but if they didn't, something else took their place, like driver training. Very good schooling and worth the time and money. Even the non-racing activity of CSCC (Grabbers) had an event—very successful too!

These dates *did not* conflict with SCCA dates until SCCA announced Sept. 24-25 Del Mar, the same date CSCC had picked and announced the 1st of the year for the 2nd Vaca Valley. Consequently, CSCC moved their date to the 17th & 18th of Sept. for Marchbanks Speedway at Hanford. This event will probably turn out to be just as traditional as Santa Barbara.

Too bad LA Region SCCA can't wise up and elect some people who can get along with someone else other than themselves. They are like a lot of little kids with a toy they don't know exactly what to do with. I for one think they should have their social meetings, cocktail parties, rallies, gymkhanas, slaloms, etc., and leave road racing up to people who know what to do and how to handle it. Either that or try to get along with the other clubs. I said *clubs*. They have just about alienated all the good help they had a few years back and have nothing but a lot of knotheads who don't know what they're doing. Even the little organization known as the El Camino Sports Car Club (San Luis Obispo) can put on a race better than they can.

**DICK TODD**
**Pomona, Calif.**

**WOULDN'T PART WITH 1**

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I thank you for the many hours of enjoyment I have received from MOTORACING and the many more to come.

**ROBERT HOLLOWAY**
**Albuquerque, N.M.**

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# ECONOMY CAR NEWS

**By MARGUERITE COOK**
**MOTORACING Staff Writer**

A lot of foreign cars are still being sold in this country despite the availability of the new American compacts. Official registration for the first nine months of the year show a total of 397,268 imports sold.

At this rate ,the yearly volume should reach between 500,000 to 520,000. This would insure imports of their second best year in this country. (Last year a record 610,000 were sold.)

With well bruited about plans of Detroit factories to introduce (for them) "super small cars"—i.e. something in the VW, Renault, Austin and Morris price range—in the near future, only VW appears in a really strong position among imports.

Renault still stands second to VW in import sales in this country, but VW is the only volume import line to show an improvement this year over last—a whopping 39% so far this year.

That is, unless you are a good car salesman with a really good product as Rene Pellandini told us once early this year, "An import dealer can still sell as many cars, but he has to work twice as hard."

**The first American casualty of the American compact revolution is the De Soto, squeezed out of the changing "medium priced" field. Only 3,034 were produced of the 1961 model before discontinuance of a line that first appeared in 1928.**

Several weeks ago we dutifully trotted over to the Pan Pacific to observe the new American "compacts" on the same floor with the imports. We weren't tempted so much as in previous years, to close our eyes and envision how much better the Detroit elephants would look if only their rear ends were sliced off.

Yet we were saddened by how, outwardly at least, so many of the American compacts and the Japanese, French, and British cars priced in their classes, had such a familiar look. Buick's new Special, for example—it did look compact —reminded us of a cross between a Ford Falcon and Chevy Corvair (regardless of where the engine is).

**We still think the imports have it all over Detroit in distinctiveness. We didn't see it at the auto show, but we were attracted by a futuristic rounded sedan, kind of a conservative Citroen, that we saw on a Hollywood street. It turned out to be a Panhard.**

What's most distinctive about the newest compacts is that they are being used to create the impression that Americans are being offered an "economy car" instead of, as many think, just having a new "low priced" field created. We just wonder how immune to plain talk we have become when a national magazine soberly states "the economy urge" . . . "has replaced size and luxury (in cars) as a status symbol." Doesn't anyone in Detroit have the guts to say that we just got tired of and could no longer afford to buy cars that wouldn't fit in the family garage?

As road racing fans are aware, the compact race that preceded the FI race at Riverside, was almost a farce because of lack of interest among American dealers. That doesn't mean that progressive race circuit operators aren't still interested in attempting to stage compact races.

**Odds and Ends:** For some unknown reason, Detroit is one of the worst markets for foreign cars. Ford introduced its new line of compact trucks, "The Econoline' with a shindig at the Palladium. **Continental Motor Sales'** new showroom at 1019 W. Manchester Blvd., Inglewood, is the largest VW sales, service and warehouse facility in this country. **Steve Newton**, San Fernando Valley Motors was recently named president of the Los Angeles-Orange County Dodge Dealers Association. **Earle C. Anthony, Inc.** is offering NSU Prinz's at a fabulously low price. Company is introducing a new rotory motor in January. More woe for the British. Rumor has it that a large distributor of a well-known British line in the Southland is going the John Green and Triumph route.

We love this example of VW customer smugness. A lady was seated in a demonstrator all by her lonesome for a few seconds.

When no longer alone she beamed, "VW always does things so nicely. As I turned on the ignition switch, a tape recorder began to describe the car's unique features.'

**We don't know if any one has told her, or if this is just a nicely inspired creation of a publicity man, that someone had left the car's radio on and what she had heard was a commercial.**

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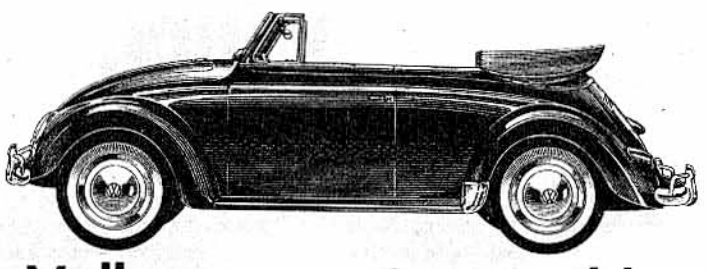

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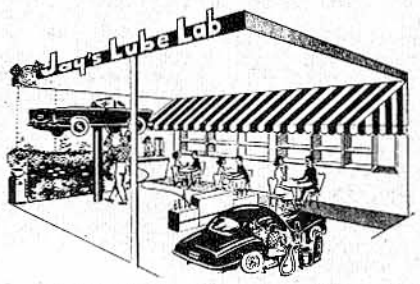


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# • Vignettes

## BY GUS V. VIGNOLLE

- MOSS & LOTUS DNF
- GURNEY WINS AT NASSAU

(Continued from Page 1)

The race was decided at the 40th lap when the big leader up to that juncture, 18-year-old Ricardo Rodriguez of Mexico City, had to make a pit stop for fuel. At that point Gurney forged into the lead and went on the win by48 secs. His 32-gal. gas load sufficed and he did not have to pit for the entire distance.

A lot of excitement left the race on the very 1st lap when the heavy favorite, Stirling Moss of England, was forced out. The right front wishbone on his lighter and more fragile 2.5-liter Lotus Monte Carlo broke and the hood flew off at Crise's corner, one turn before entering the main straight.

Ricardo and his older brother, Pedro, who relieved him when they took on 10 more gallons of gas (they started with 40), placed 2nd. Gaston Andrey, of Switzerland, was 3rd in a Birdcage Maserati. The 1st 3 were in class D.

Then came: 4. Joakim Bonnier, Stockholm, Porsche RSK (1st in E); 5. Roger Penske, Villanova, Pa., Porsche RS61; 6. Bob Holbert, Warrington, Pa., Porsche RS60; 7. Hap Sharp, Midland, Tex., 3-liter Ferrari; 8. Ulf Norinder, Stockholm, Porsche RSK; 9. Chuck Cassell, Ft. Lauderdale, Fla., Porsche RSK; 10. Bob Grossman, Nyack, N.Y., Ferrari Berlinetta coupe.

It is obvious from the above that the Porsches did exceedingly well on this long, rugged and bumpy circuit of almost 5 miles. Who said the Porsches are good only on short courses?

Dan, 29, father of 2 children, came into his own after some tough luck, including the 2 Calif. tries in this same red Lotus; earlier this year he had no success as a BRM factory pilot in Europe (the cars simply never held up).

He did, however, enjoy one great triumph this year—that was when he co-drove with Moss in a Birdcage Maserati to win the 1000km. of Nurburgring.

Dan will collect some $7500—$5000 for 1st place plus accessory cash. Other scratch goes to the class winners. Besides D-E, other class winners were as follows: C, Forrest W. Dana II, Palm Beach, Fla., Healey-Corvette; F, Cmdr. Morrow Decker, N.Y. City, Porsche Carrera; G, Richard Macon, Fairhope, Ala., Lotus XI Le Mans, and H, Oliver Schmidt, Northfield, Ill., 749 OSCA.

The real tough-luck kid of the race was personable Jim Hall of Dallas, who earlier in the day won the Formula Junior whirl in a Cooper. He drove a good race in his Birdcage Maser, holding down 3rd most of the way. But on the very last lap his steering went haywire, and he wound up in the boondocks while Gurney was getting the checkered flag. He failed to finish, which was truly a rugged break. However, on the basis of laps completed—one less than the 1st 6 finishers—he was No. 7.

There were only 2 leaders over the long haul—young Ricardo, who was 2nd at the 24-hr. LeMans this year with Andre Pilette, and Gurney. And it was a good race. There was plenty of drama and suspense to it. Ricardo's biggest lead over Dan was 21 sec. after 7 laps—not too great at this stage for a race of this distance.

The crowd of some 12-15,000 really was on edge as the time drew near for Ricardo's tell-tale pit stop. And then after Pedro took the wheel, there was a lot of conjecture as to whether the Lotus would have to come in. Dan was easing a bit on the throttle—they were going to chance completing the disance without pitting.

Gurney's edge over Pedro on the 42nd lap was 1:12, 1:17 on the 43rd; 1:20 on the 49th and 1:19 on the 50th. Dan slacked off to a 3:05 lap on the 53rd tour, and with 2 to go Pedro was charging. In the last 5 laps he gained 31 seconds on Gurney, cutting his lead from 1:19 to 48 secs. at the finish.

Dan had started with one gallon less than the 33-gal. capacity, and at the finish he said he thought he had 2 or 3 gallons left.

As was the case yesterday, Moss' car was left at the post. His pit crew had to come out and push him. He picked up 8 places in his 1st and only swift rush down 3800-ft. Sassoon straight halfway around the course. Shortly after came his trouble and he didn't even finish a lap. Bonnier, who was right behind Moss, thought the car was disintegrating when he saw the hood fly off.

Ricardo blasted around in front by 175 yards on the 1st lap. With Moss out and the new Rodriguez Ferrari running beautifully (Ricardo said it had a lot more pull than the one he drove at LeMans), most observers looked for yesterday's winner of the Governor's Trophy to repeat. Gurney, 2nd at this point, was not given much of a rumble.

Bill Sadler of Toronto had his big Corvette-powered Special in 3rd, with Sharp's Ferrari next, then Hall, Jim Jeffords (Birdcage), George Constantine (Kelischev, defending champion), Holbert, Gaston Andrey (Maser), etc.

By lap 4, Ricardo held a 10½-sec. lead over Gurney. Midway through the race the margin was 14 sec. Ricardo turned a 2:57 on the 37th, and on the next tour was clocked at 2:55 for 92.57mph to tie the competition lap record set last year by Moss in an Aston Martin.

But now Gurney started going faster than at any point during the entire race, knowing that Rodriguez soon had to stop for gas and aware of the importance of narrowing the gap when that time did come. Dan made his move at the right time, closing the margin to a little less than 5 sec. when Ricardo pitted on the 40th.

The pit stop could have been better. It took 52 secs. Ricardo got out, one hand blistered from shifting, and his brother took over. What happened thereafter until the finish is related above.

Sadler, up front early, lost his oil pressure and was out some 6 laps after the start. Jeffords was an early pit visitor, resumed the race but eventually was forced out. Big, popular George Constantine also was having trouble and eventually had to leave the fray.

At 10 laps: Rodriguez, Gurney, Hall, Sharp, Jeffords, Bonnier, Andrey, Penske, Constantine and Holbert. A light rain then started. Sadler was back in but had lost more than 12 minutes in the pits.

Ricardo's driving was fantastic—as good or better than when he won yesterday. He was in the groove followed a set pattern from which he never deviated. He was superb even in traffic.

At 20 laps: (Ricardo averaging 89.527mph and only top 10 in same lap with him)—Rodriguez, Gurney, Hall, Sharp, Bonnier, Andrey, Holbert, Constantine and Alan Connell (Birdcage Maserati).

At 30 laps: Rodriguez, Gurney, Hall, Bonnier, Sharp, Andrey, Holbert, Norinder, Brian Naylor of England (Cooper-Ferrari), and Reed.

Later, steering trouble sidelined Naylor.

On the 44th, the bearded Bonnier relinquished 4th to Andrey's Maser.

Gurney's average for 45 laps was 89.933mph. Only the 1st 7 cars were racing in the same lap with the leader.

And when it was over, you should have seen the surge at the winner's circle. British soldiers, the Nassau fuzz and other strong-arm guys had one helluva time keeping the peasantry from mobbing poor Dan Gurney, who was a tired young man, but not too tired to trek to the British Colonial Hotel for a party later that evening to receive the well-deserved plaudits that go to the victor.

Of the 44 that started this famous race, 33 finished—not bad when you consider this layout.

NASSAU NOTES—Bahamas News Bureau (**Carl Livingston, Shell Nulty** & crew) did a top-flight job. This outfit's photos continue to be the best supplied by any race group. . . . Nulty had a good description for Moss' Lotus — seasick green. . . . Moss' car bore the name of the Carefree Co-op Apts. They said it was a 2G deal; not much mileage for the sponsor. . . . Co-driving with **Michel Rothschild** in a Daimler was none other than **Jimmy Orr**, the No. Californian who each year says he's through driving but always races at Nassau. . . .

Sad: 2 Grand Prix drivers here without a ride—**Phil Hill** and **Graham Hill**. **Wolfgang von Trips** drove Bob Publicker's Ferrari California. **G.** Hill drove a Mercedes in the Governor's Trophy. Looks as though that NY Ferrari bloke, one of the most unpopular guys in the business, prefers the Rodrigue family to **P. Hill.** It was no soft touch getting any info from the last-named. . . . We agree 100% with our **Joe Scalzo** and **Bill Smyth**, the well-liked USAC official, that **Jim Hall**, the slender 25-year-old from Dallas, is the most improved driver of 1960. He's a credit to the game, has plenty of cars. Heard he was planning to quit racing a few months ago. Clubs and promoters should make it a point to go out of their way to entice drivers like Hall. . . . A corking party was given by **Lou Comita** and his wife at their British Colonial suite. . . . **Art Peck**, the CBS exec., tabbed **Moss**, but said **Dan Gurney** was the

(Continued on Page 7)

# Lynx Panned At Earls Court Show

By HENRY N. MANNEY, III
MOTORACING Staff Writer

LONDON—As has become more or less fashionable these days . . . ref.:—our Paris show report . . . manufacturers tend to loose off their new models at the unsuspecting public when they are sure that said public's vision will not be confused by rival claims of the greatest thing since the wheel. Even so, they often get crossed up by some glam-our girl's latest suicide attempt, a fizzled rocket, or "Beauty Queen, Mother of 3, Slays Lover With Pinking Shears."

Occasionally there is the wrong sort of publicity, as when just before the Paris Show it came out in the papers that the insurance rates on Dauphines were going up by 25% in England. Although other insurance companies immediately jumped to the defense of the poor Renault, it still remains an example of the classic ploy well thought out by someone high in the British motor industry.

**However, all this jazz makes the motor shows rather dull for us lucky blokes who get to see all of them; the old established firm of Lea Francis nevertheless tried to brighten up the proceedings for the London Auto Show at Earls Court by producing, after a mountain of publicity, the new Lynx. Better pens than mine have struggled to describe this assault on the visual senses and I will content myself with saying that even the English gave it an almost universal panning. A pity, as it takes no more effort to buy a good design than a bad one and specialist sports cars are already all too rare.**

A vehicle which might bear watching was presented by the Berkeley company, who heretofore have produced trailers and small-capacity front-drive sportsters. Basis of the car, called the Bandit (which I hope will not apply to the dealers!) is the OHV Ford Anglia engine which has powered the winning F Jr Lotuses this year, and a modern outlook is further carried out by Anglia suspension in the front, swing axles behind, and a handsome fiberglass body.

Turning to Rootes, we find that Sunbeam has neatened up its popular Alpine besides increasing the capacity to 1600cc.

**Lotus, who is feeling a bit of sales resistance, offered a special equipment model which has an all-synchro ZF gearbox among other things and Zagato put the seal on the sports with a very pretty coupe on the DB4 Aston Martin.**

What excitement there was lurked below the surface as among the big fat sedans, who mostly stirred about with twin headlights or some such gubbins. Standard produced a very interesting 2000cc 6-cylinder which, being only slightly longer than the 4-banger it replaces, should fit neatly in the TR3. Admittedly, the head design with its vertical valves is not the maddest thing in the world but the new tilted Solex carburetors look interesting.

How long do you suppose it will take Triumph to use up those 4-cylinder blocks?

Across the way, Ford bowed to progress by fitting discs to the front of their Zephyr range while BMC showed a neat station wagon on the Mini Minor van chassis.

**The only other surprises left were in the subsidiary stands where Coventry Climax, without any fanfare, produced a new 750cc DOHC engine (reportedly half of a new V8!!) and also a single cam 6 of 1125cc, both reportedly putting out about 70 horsepower. Either, of course, could be pointing towards the new Formula and it will be interesting to see if England is really ready to meet the Italian and German challenge.**

**LONDON SHOW highlights included the sleek Zagato-bodied Aston Martin (upper left), Fiat Abarth 2000 (upper right), the Ford-engined Berkeley "Bandit" and one photographer—writer Manney refers to simply as "Ugh!"**

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# SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

NOW THAT Carroll Shelby has retired from competition driving, we've decided that the best place for the famous Texas driver would be in a TV Western. We're already working on the script for the pilot show. The series will be called "The Prancing Horse Ranch," featuring Slippery Shel, the Fastest Grease Gun in the West.

Each show will start with a close-up of the Ferrari prancing horse insignia. The camera pulls back to Shel, slouched in the driver's seat, checking the load in his 30-30 wt. grease gun.

"Lookie, Stranger," Shel drawls over the scream of the Ferarri's engine, "If'n you're not out of town before sundown, I'll pump you full of Castrol."

He's a tough one, this Slippery Shel. One of the Dalton boys messed with him and got a pound of chassis lube right through the Zerk fitting.

**The Hide-Out**

One time Slippery Shel gets into a fight in a saloon. The villain draws first, but Shel gets off a burst of grease that catches the crook right on the thumb, making it so slippery that he can't flip back the hammer on his .44 Colt.

Another time a bad guy sneaks up behind Slippery Shel and disarms him. Shel is tricky and has a "hide-out" can of 3-in-1 oil in his boot top. This time Shel fires low, spattering the brass rail at the bar, the villian's foot slips off and he knocks himself out against a beer stein.

Naturally, we plan to have a final walk-down scene. Slippery Shel and the gunnie are standing at opposite ends of the deserted street in the early morning light. The villian crouches and reaches for his .44. Shel crouches, sprints across the street, and does a LeMans start in his 4.9, running over the bad guy.

We've decided not to call it a walk-down. It's more like a run-down.

**A Spook**

In the local sports car bars lately we've been running into this driver who seems to think that every night is Halloween. He starts drinking at nine and every night at midnight he turns into a punk in whichever bar he's at.

## 1960 World Championship Grand Prix Summary

| Pos. | Pts. | ARGENTINA | MONACO | HOLLAND | BELGIUM | FRANCE | ENGLAND | PORTUGAL | ITALY | USA |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 8 | McLaren | Moss | Brabham | Brabham | Brabham | Brabham | Brabham | P. Hill | Moss |
| 2 | 6 | Allison | McLaren | Ireland | McLaren | Gendebien | Surtees | McLaren | Ginther | Ireland |
| 3 | 4 | Trintignant | P. Hill | G. Hill | Gendebien | McLaren | Ireland | Clark | Mairesse | McLaren |
| 4 | 3 | Menditeguy | Brooks | Moss | P. Hill | Taylor | McLaren | V. Trips | Cabianca | Brabham |
| 5 | 2 | V. Trips | Bonnier | V. Trips | Clark | Clark | Brooks | Brooks | V. Trips | Bonnier |
| 6 | 1 | Ireland | Ginther | Ginther | Bianchi | Flockhart | V. Trips | Ireland | Herrmann | P. Hill |

# Rodriguez Wins Governor's Trophy In Ferrari

NASSAU, Bahamas, Dec. 3—Ricardo Rodriguez of Mexico City, a veteran of international sports car racing at the age of 18, today won the 25-lap, 112.5-mi. Governor's Trophy race, the semiwindup to the big 252-mi. Nassau Trophy race tomorrow.

Ricardo piloted a 3-liter Ferrari. He covered the distance in 1h15m-34.18s for an average speed of 89.34mph, and won by 29 seconds.

Gaston Andrey of Switzerland was 2nd in a Birdcage Maserati, and Bob Holbert, Warrington, Pa., was 3rd in a Porsche RS60.

Although Ricardo was tremendous in victory, his job was made much easier when Stirling Moss of England, who was left at the post, pulled out of the race after turning in one of the most fantastic performances ever seen on a road course.

Moss was given a push-start and finally got his 2.5-liter Lotus Monte Carlo, the one that fizzled at the Riverside Times-Mirror and won the following week at Laguna Seca, under way.

The entire pack of 49 cars flew past Moss until he got going. At the end of the 2nd lap, Moss was 10th, and at the end of the 3rd lap he was 4th behind Ricardo, Andrey, and Brian Naylor of England (Cooper-Ferrari). In 4 laps Moss was 2nd, turning a tour at 92.045-mph.

Then, on the long Sassoon straight, Moss passed Rodriguez, and, much to everyone's amazement, Moss pulled out of the race. Most of the people thought the fragile Lotus had blown up, but such was not the case. Moss told me before the race he had little or no practice with the car. He pulled out to have all the gears changed in 3rd, 4th and 5th, to have the carburetion leaned and get some idea on tire wear.

In other words, Moss wants to be ready for the race that counts—the one that carries a prize fund of $10,000-plus.

Pedro Rodriguez, Ricardo's 20-year-old brother, also driving a 3-liter Ferrari, went out in the 1st lap after a collision with Jim Jeffords, in a Birdcage Maserati. Jeffords spun, was nicked by George Constantine's Kelischev and then struck the front end of Pedro's car. Both Pedro and Jeffords were through for the day.

Another Porsche gained 4th place, one driven by Roger Penske, also of Pennsylvania. Fifth went to Bill Sadler of Toronto, Canada, in an Offenhauser-powered Sadler Special.—GVV.

**Young Deer**

The pronghorn antelope can outrun a man when it is only four days old.

## Tucson Race

(Continued from Page 1)

straightaway on the 40th and last lap he managed to get inside Bondurant to take the fast groove through the hairpin 9th turn, and hung on up the short straight to the finish line.

Bondurant gave the Hageman a great ride considering he had never before driven the car. Scheduled to handle Max Balchowsky's Old Yeller II, he was forced to make the switch when Old Yeller's engine blew in the novice race. Morgensen covered the 9-turn, 1.6 mile course 40 times in 50:17, 14 seconds faster than last year when he won by 19 seconds.

In the production race, combined with Formula Jr. John Anderson of Tucson kept his Corvette ahead of Edna Sherman of Denver in her Lancia F. Jr., while John Howard of Alamagordo N.M. in his BMC Formula Jr. was third.

Seventy two cars representing 7 western states participated in this 2nd annual Tucson-Pacific Coast Championship sports car program, sponsored by SCCA, Arizona Border Reg., and by the Catalina Rotary Club of Tucson.

**TUCSON RACE SUMMARY**

Sunday, Nov. 27, 1960, Tucson Municipal Airport—1.6 mi., 9 turns.

**RACE 1—NOVICE:** 10 laps, 16 mi., 13:07.00. 1) Wayne Leary, Hageman Spl; 2) Paul Primeau, Ferrari TR; 3) John Anderson, Corvette.

**RACE 2—G-H-I PROD, H MOD:** 10 laps, 16 mi. 15:10.00. 1) Willie West, Alfa Spy; 2) Jack Sparks, Crosley Spl; 3) Joe Puckett, Crosley Spl. GP) West; HP) David Grossman, Sprite; IP) Joe Kovach, Fiat Ab; HM) Sparks.

**RACE 3—Women:** 10 laps, 16 mi., 12:45.00. 1)Joyce Thompson, Lancia Degrada F. Jr.; 2) Sunnie Baker, Porsche; 3) Margaret Charlton, TR3.

**RACE 4—E-F-G PROD:** 20 laps, 32 mi., 28:27.08. 1) Forrest Tindall, Porsche 1600N; 2) Willie West, Alfa Spy; 3) Jack Rowe, AH 100-6. EP) Rowe; FP) Tindall; GP)

(Continued on Page 7)

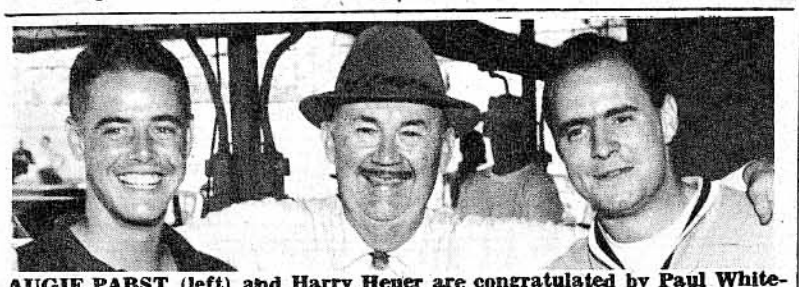
## Final 1960 World Championship Points

| | | |
|---|---|---|
| 1 | Brabham, Austr., Cooper | 43 |
| 2 | McLaren, N.Z., Cooper | 37 |
| 3 | Moss, Eng., Lotus | 19 |
| 4 | Ireland, Eng., Lotus | 18 |
| 5 | P. Hill, USA, Ferrari & Cooper | 16 |
| 6 | Gendebien, Belg., Cooper | 10 |
| 6 | Von Trips, Germ., Ferrari | 10 |
| 7 | Ginther, USA, Ferrari | 8 |
| 7 | Clark, Eng., Lotus | 8 |
| 8 | Brooks, Eng., Cooper | 7 |
| 9 | Allison, Eng., Coopen | 6 |
| 9 | Surtees, Eng., Lotus | 6 |
| 10 | Mairesse, Belg., Ferrari | 4 |
| 10 | Bonnier, Swed., BRM | 4 |
| 10 | G. Hill, Eng., BRM | 4 |
| 10 | Trintignant, Fr., Cooper | 4 |
| 11 | Taylor, Eng., Cooper | 3 |
| 11 | Cabianca, Italy, Cooper-Ferrari | 3 |
| 11 | Menditeguy, Arg., | 3 |
| 12 | Bianchi, Belg., Cooper | 1 |
| 12 | Flockhart, Eng., Lotus | 1 |
| 12 | Herrmann. Germ., Porsche | 1 |

The best 5 out of the 9 G.P. races count for the title thus giving Brabham 40 pts. and McClaren 30 pts. towards the actual Championship. Points are given for the 1st 6 places on a 8-6-4-3-2-1 basis, with no extra points for fastest lap this year. Points races were: Argentina, Monaco, Holland, Belgium, France, England, Portugal, Italy and USA.

**CARS DOUBLE**

Total motor vehicle registrations in the U.S. today are just about double what they were in 1941—68,500,000 compared with 34,500,000.



AUGIE PABST (left) and Harry Heuer are congratulated by Paul Whiteman after taking 1st and 2nd in the SCCA Nat'l race at Daytona.

## Scarabs 1-2 in SCCA Nat'l in Daytona

DAYTONA BEACH, Fla., Nov. 19—Two new records for the 3.81 mile sports car course were established in the final SCCA national championship race last Sunday when Augie Pabst of Milwaukee, Wis., piloted one of the powerful Meister Brauser Scarabs to victory in the modified feature. Pabst turned in a lap of 107.157mph for a lap record and then clipped off the 30-lap, 114-mi. race in 60m50s for a new record speed of 102.614mph.

Finishing 2nd to Pabst in the long distance feature was his teammate, Harry Heuer of Chicago, son of the president of Peter Hand Brewry, owners and sponsors of the two cars. For Pabst and Heuer it was a victory for the late Robert "Red" Byron, their team manager until his sudden death of a heart attack the previous Monday in his hotel room at Chicago after packing his bags in preparation for his trip to Daytona. Byron was an old timer of racing over the old beach-road course here.

Roger Penske of Villanova, Pa., sadly disappointed because of non-arrival of his new Porsche RS61, finished 3rd in a Porsche Spyder. Chuck Cassell of Ft. Lauderdale came in 4th with a Porsche RSK and Alan Connell, Jr. of Ft. Worth, Texas, finished 5th in a Maserati 61. Connell won the first major SCCA championship race here last year with a 4.1 Ferrari in a sensational battle with Walt Hansgen and George Constantine.

**DAYTONA SUMMARY**

MODIF. B-C-D-E-F, 30 laps, 114.30mi., time 66:55, avg. 102.614mph (new record), fastest lap 107.157mph by Augie Pabst (new record).

1) Pabst, Scarab; 2) Heuer, Scarab; 3) Penske, Porsche. BM) Pabst; CM) Art Huttinger, Lister Corvette, 8th OA; DM) Connell, Maser 61, 5th OA; EM) Penske; FM) Chuck Cassell, Porsche RSK, 4th OA.

## SCCA Races Set for Las Vegas

The L.A. Reg., SCCA, has scheduled a 16 race weekend Dec. 10-11 at McCarran Field, outside Las Vegas, Nevada. The 1.75mi. airport circuit is smooth asphalt and has 8 turns. The main straight is 3,500 feet.

This event is the last on the 1960 schedule for SCCA Pacific Coast points. Race HQ in Las Vegas is the Star Dust Hotel.

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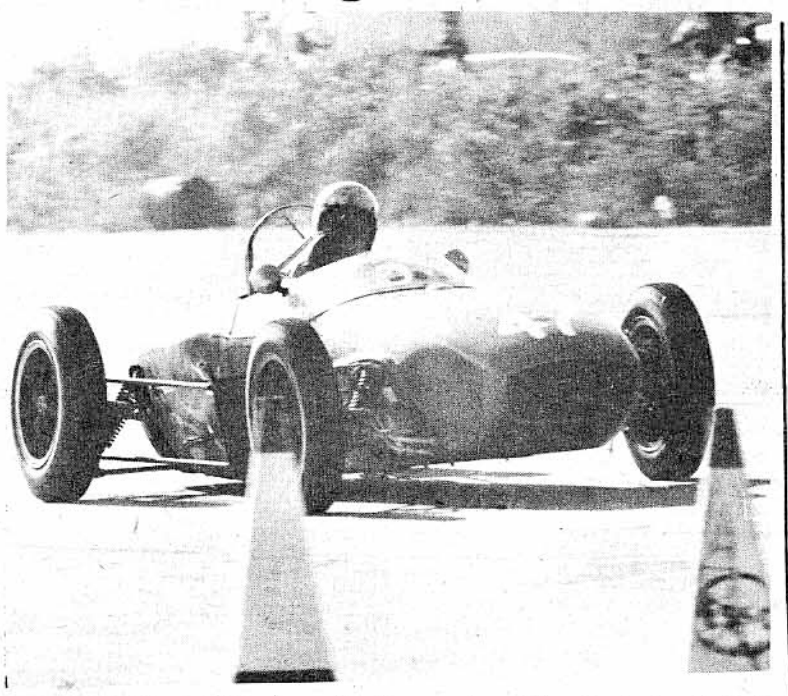
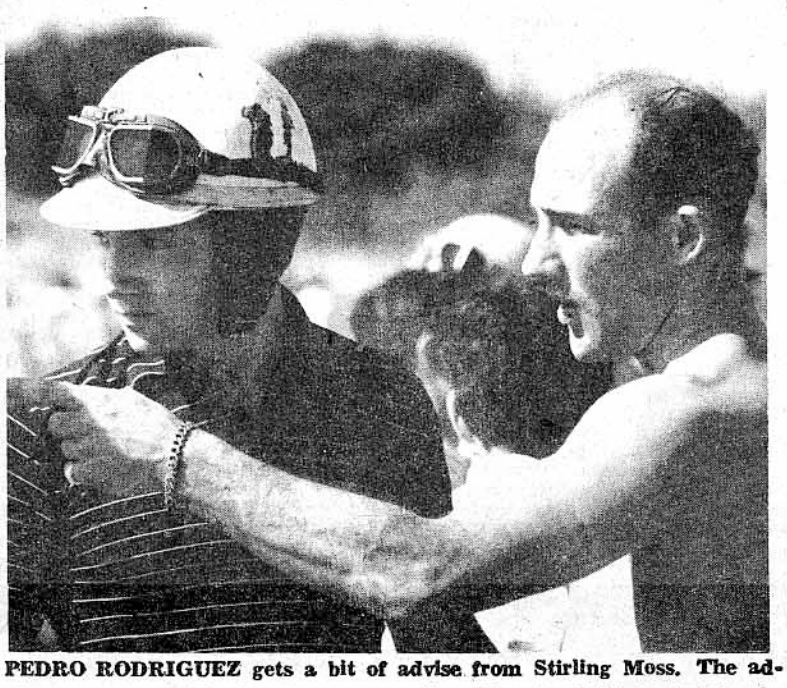
# Moss Wins GT Race, Gurney Wins The Big One

STIRLING MOSS takes a tight corner in stride on his way to victory in the Tourist Trophy Race at Nassau in a 3-liter Ferrari. (Photo by Roland Rose)

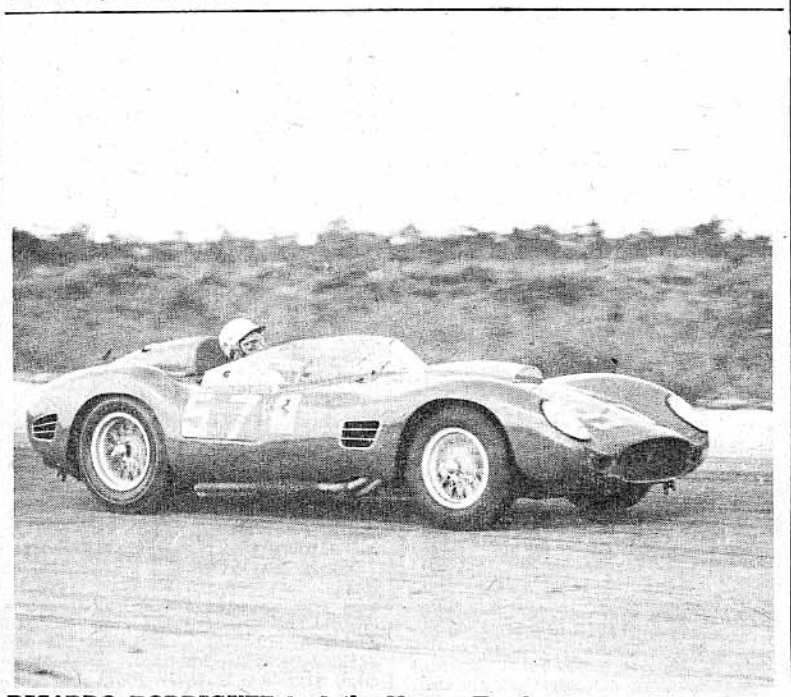


PAT PIGOTT, of Bellingham, Wash., won two 5-lap heats in his Lotus Formula Jr. but Jim Hall, of Texas, took 1st in the big Formula Jr. race. (Photo by Roland Rose)

BOBBY ALLEN, 16, from Miami, won the $5,000 kart race at Nassau. (Photo by Wm. Roberts)



PEDRO RODRIGUEZ gets a bit of advise from Stirling Moss. The advise was so good that Pedro, and brother Ricardo, finished 2nd in the big Trophy race. Moss was a DNF. (Photo by Frederic Maura)



RICARDO RODRIGUEZ lead the Nassau Trophy Race until forced to pit on the 40th lap for gas. Gurney moved into 1st to win by nearly 1 minute. (Photo by Gus V. Vignolle; others on this page-Bahamas News Bureau)

## Allen Wins Nassau Kart Race

NASSAU, Bahamas, Nov. 25—They had a lot of razzmatazz here to do with karts as a sort of prelude to the big 7th annual Bahamas Speed Weeks, and the winner was a 16-year-old boy from Miami by the name of Bobby Allen.

He won what promoters termed the 2nd annual world championship of karts for 100 laps over a half-mile course at Oakes Field. The boy averaged 31.374mph in his twin-McCulloch-powered unsprung Xterminator kart. He finished without making a pit stop.

More than a lap behind were Peter Berlt, Huntington, W. Va., 2nd, and Tex Bell, Glendora, Calif., 3rd, both in McCulloch-powered jobs.

Young Allen won more than $5,000 in cash and equipment awards, and expenses for a karting campaign through Europe in the near future.

The race was a tough break for the defending champion, Jimmy Yamane of N. Hollywood. The race started without him as mechanics worked feverishly in the pits on Yamane's balky McCulloch Special.

**ADVICE FOR HEELS**

In both children and adults, the weight should be carried on the heels; many adult problems come from placing too much weight on the balls and toes of the feet. (Sci. News Letter)

## Porterfield Arrested On Burglary Charges

**Andy Porterfield, 28, former local** production car champion who was convicted of car theft last year, was arrested recently by Beverly Hills police. Porterfield is accused of more than a dozen fur and jewelry store burglaries over the past 6 months.

## VW Building Project Starts

INGLEWOOD CLIFFS, N. J., Nov. 10 — Ground has been broken here for VW of America, Inc.'s new 2½ million dollars national headquarters building.

Scheduled for completion by Oct. 1, 1961, the modern structure will house more than 200 employees. Total floor space exceeds 55,000 sq. ft. and it is set on an 18-acre plot. VW of America, Inc. was established here in October 1955 with 3 employees.

## 1961 FIA Calendar For United States

Feb. 24-26: Daytona Beach, Fla. GT Cars.
March 24-25: Sebring, Fla. 12-hr. Race for Sports & GT Cars.
May 30: Indianapolis Speedway "500". Intercontinental Formula & Unclassified ("Indy") Cars.
June 24-25: Indianapolis Raceway Park. Intercontinental & Formula Jr.
Sept. 23-24: Indianapolis Raceway Park. Sports Car & Formula Jr.
Oct. 8: Watkins Glen, N. L. Intercontinental & Formula Jr.
Oct. 14-15: Riverside, Calif. Sports & GT Cars.
Oct. 21-22: Laguna Seca, Calif. Sports Cars.
Nov. 25-26: G.P. of U.S. for Formula I World's Driver Championship. Site unannounced. Also Formula Jr. & GT Cars.

**CAL CLUB ROLL BARS**

Drivers and owners may have their roll bars inspected according to the 1961 CSCC specs on Saturday, Dec. 17, from 9 a.m. to 3 p.m., at 1923 W. Gage Ave., 6 blocks south of Slauson and 1½ blocks west of Western.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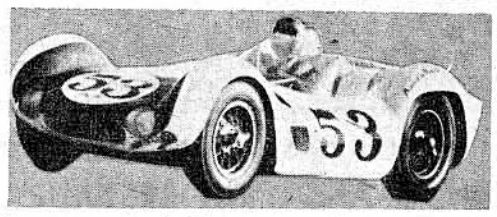

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**THE TEAM of Moll (left) and Schock won the 1960 European Rally Championship with a Mercedes-Benz 220SE. They had won the championship in 1956, also on Mercedes-Benz.**

# Rally Results and Calendar

LA MIRADA SCC NOV 20 RALLYE DE INTRODUCTION BOB CRAIK RALLYMASTER 33 CARS

| POS. | DRIVER | NAVIGATOR | CLUB | CAR | ERROR |
|---|---|---|---|---|---|
| EXPERT (11 CARS) | | | | | |
| 1. | Ted Sparks | Duane Sparks | C.A.R. | Sprite | :21 |
| 2. | Dick Butler | Lorraine Butler | C.A.R. | Porsche | 1:01 |
| 3. | Donna Huseboe | Dale Huseboe | Rallymasters | VW Ghia | 1:12 |
| 4. | Gwen Thigpen | Ruth Piercy | C.A.R. | A-H | 2:27 |
| 5. | Bob Tarlton | Ernie Healy | ISCARA | A-H | 3:38 |
| NOVICE (22 CARS) | | | | | |
| 1. | D. R. Robinson | D. D. Teckham | None | VW | 2:15 |
| 2. | Ray Thacker | Kathryn Thacker | La Mirada | VW- | 5:47 |
| 3. | Bill Babcock | R. W. Lacey | La Mirada | TR-3 | 6:04 |

CALIF. ASSN. OF RALLYISTS FIRST FRIDAY NIGHTER VII DEC 2 CLYDE THIGPEN RM 64 CARS

| | | | | | |
|---|---|---|---|---|---|
| EXPERT | | | | | |
| 1. | Elizabeth Kacy | Bill Keife | ISCARA | Corvette | .26 |
| 2. | Tony Hobgood | Virginia Dudley | SMSCC | Sprite | .28 |
| 3. | Donna Huseboe | Dale Huseboe | Rallymasters | VW Ghia | .47 |
| NOVICE | | | | | |
| 1. | James Morrison | Marilyn Morrison | None | | .87 |
| 2. | Charles Listar | Jim Currans | None | | 1.01 |
| 3. | Don Clarks | Lama Stephens | Pacific | | 1.21 |
| SEAT-OF-PANTS | | | | | |
| 1. | Guy Carrier | Ed Kapp | None | | .96 |
| 2. | Bob Ballard, Sr. | Lorin Farmer | SGVFCCA | | 1.25 |
| 3. | Les Kelso | Tracy Kelso | Pacific | | 1.33 |

TWIN VALLEY SCC RALLYE DE NOEL DEC 4 NCSCC CHAMP. HOMER RICHARDSON RM 70 CARS

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | Charles Holloman | | Don Powell | H T C | 300 SL | 967 |
| 2. | Pete Ankersmit | | Bruce Lawrence | SFSCC | Porsche | 1570 |
| 3. | Fred Behringer | | Norma Behringer | Tri-Angles | TR-3 | 1637 |
| 4. | Bob Cook | D22 | Davie Davis | Tri-Angles | Fiat | 1954 |
| 5. | Jared Hein | | Tom Tresser | Stanford SCC | Jaguar | 2281 |
| 6. | Bill Chester | D20 | Elizabeth Chester | N20 Rallymasters | Porsche | 2357 |
| 7. | Dick Coulter | | Ron Going | C.A.R. | TR-3 | 2367 |
| 8. | Jack Sparks | D18 | Ted Sparks | N18 Tri-Angles | Sprite | 2472 |
| 9. | R. J. Stovell | | P. Diamond | None | | 2503 |
| 10. | John Quincy | | Gene Kiggins | N16 Tri-Angles | Porsche | 2660 |

RALLIES

12-18 - - Sports Car Drivers Assn. TOYS FOR UNDERPRIVILEGED CHILDREN Call Jim Sims.

1-6- - - CALIF. ASS'N. OF RALLYISTS FIRST FRIDAY NIGHTER VIII Lloyd Dunham, R.M. 8 P.M. Hody's Ventura & Sepulveda. $2. 3 Classes 2½ hrs. nav. & s.o.p.

1-8- - - SAN GABRIEL FCCA EL PRIMERO DEL ANO VI an SCCSCC Open nav. event. 8 A.M. Clock Rest. Rosemead & Las Tunas Temple City $5. 7 hrs. Lorin Farmer & Bob Ballard, Sr. R.M.'s. ED 9-4609

1-28 - - SCCSCC & CALIFORNIA STATE AWARDS BANQUET honoring top contestants for 1960 King's X Rest. Centinella & La Tijera 7 P.M. $4. Call Bob Sweet OR 2-8511

1-29 - - RALLYMASTERS MARK III First SCCSCC Champ. & Calif. State Champ. event for 1961. 8 hrs. nav. 6:30 A.M. Hody's, Ventura & Sepulveda $6. Bill & Elizabeth Chester, R.M.'s. Call Jan Woodard DI 9-0024

## Cal Club Tralom Runs for Charity

The Cal Club is holding "The Tralom for Giving" Sunday, Dec. 11, at the Radioplane parking lot, 8000 Woodley Ave., Van Nuys. Entry fee is $3.00 plus a model toy kit for the Hawthorne Home for Children, and includes 2 pit passes. Food will be available all day. Tech inspection at 8 a.m., 1st run at 9:30 a.m. Course is ½mi., asphalt, with 9 turns and 4 straights. Call Cal Club for information.

## Moss Wins

(Continued from Page 1)

in today's Tourist Trophy as they took the 1st 4 places. Second and almost a full lap behind was Bob Grossman, Nyack, N.Y., in a similar model. A 3.5-liter class C Ferrari, driven by George Reed, Midlothian, Ill., was 3rd. Ross Durant, Clearwater, Fla., was 4th in another of the 3-liter Italian jobs.

Class winners besides Moss (D) and Deed (C), were: E. Bruce Jennings, Porsche; F. Ulf Norinder, Porsche; G. Howard Hanna, Deutsch Bonnet.—**GVV.**

# SLALOM COLUMN

By DENNIS McCOSH

The Garden Grove FCCA time trials at Willow Springs will not be held-track not available.

The San Fernando Valley FCCA sponsored tralom at the Radioplane Parking lot in Van Nuys attracted 121 entries. It was well organized but was unsafe at one point (proven by Don Tenney of PSCC who almost rolled his TR—race experience does help). They used the same 3 continuous laps system started by PSCC but gave a total of 6 laps as ROCA did. The course itself was short but interesting with 4 diminishing radius turns. They scored in the same manner as ROCA with best of two 2-lap times which has proven to be more popular than Pacific's total time scoring.

Unfortunately, SFVFCCA used the same class breakdown that ROCA uses (SFVFCCA also rejected SCCSCC membership) resulting in many trophies but few in each class. In ROCA's event the driver who was 5th overall and 3rd in his class did not receive a trophy because there were only enough entries in his class to give 2 trophies. This method of classing puts Sprites and 1250cc MG's in separate classes and also Triumphs and Austin-Healeys, while Porsches and 1500 & 1600cc MG's are together. Also the Mercedes-Benz 300SL must compete against the Austin-Healey which is superior on the tight slalom courses. In past events the Sprites and MGTD's have proven closely enough competitive to warrant being placed in the same class. The same is true with the Austin-Healeys and Triumphs, while the 300SL is closer to the Jaguars and Corvettes. In some events there is little difference in time between any of the marques up to and including the Austin-Healey.

There are four factors which affect the results of a slalom: (1) driver ability, (2) size and handling characteristics of the car, (3) engine size, power, and torque, and (4) course layout. When there are so many factors it is difficult to single one out and say "that's the one that made the difference".

**There has been a lot of criticism lately directed at certain vehicles and thir owners for alleged unfair engine modifications, and at the SCCSCC Slalom Commitee for not doing anything about it. This criticism stems primarily from the fact that these car-driver combinations are often class winners and top time of day, and are always near the top of their class. This is a familiar story in racing, true or not (usually not). Now we have it applied to slaloms. There are many cars being driven in slaloms as well as being raced competitively on race courses in this area. I was in this position myself for awhile. The funny part is that these cars, which have obviously been worked on, are not the ones being openly criticized for engine modifications or anything else for that matter. The cars receiving the most criticism are ones which have never been on a race course and never**

(Continued on Page 7)

# Rally Sparks

BY DUANE SPARKS

Twin Valley SCC's RALLYE DE NOEL, held in the Bay area last week was many things to many people. As the No. Calif. Championship event for December, it was decisive in the determination of their final Council standings for 1960, which wound up with Bob Cook as top driver and Sandee Booth as best navigator for the year. As the event chosen for the new Pacific Coast Championship event, in which the top 7 cars in California point standings competed against the top 7 from the Northwest Rally Council including cars from Washington, Oregon, Idaho and British Columbia, it was a rich experience to meet and exchange ideas with folks enthusiastic enough about the sport to travel so many miles to join in the festivities. To those of us from Southern California who went up in hopes of strengthening our State points position and of doing well on the rally itself it was a case of rationalizing that "you can't win 'em all" because none of us did too well—top 5 positions went to No. Calif. cars. But to every contestant regardless of his point of origin or principal interest in the event the NOEL must have been something of a disappointment. In spite of the fact that it was well prepared, accurately measured and executed, the rally turned out to be more of an eye examination than anything else. There was much too emphasis placed on a contestant's ability to see microscopic signs at rally speeds. In many cases critical signs were used—those upon which subsequent action was based—the reference signs were so small or so well hidden and the subsequent artificial penalties inflicted were so large that all emphasis was removed from navigational ability in favor of rewarding those with telescopic vision. This feature took the edge off what could have been one of the best events of the year, for it otherwise had no faults.

**Perhaps the sponsoring club intended the various control points, where the artificial errors in the form of penalty points were handed out, to be a safety factor. This they could very well have been—but it certainly was not necessary to assign such large penalties to such small course errors—from 5 to 12 minute penalties, which of course completely outweigh any navigational proficiency which might be displayed on the balance of the event. Of what purpose is it to navigate a series of 1 or 2 second legs if a single small miscue is to result in an arbitrary 12 minute penalty? Better not to use any navigational equipment at all and keep both driver and navigator constantly on the watch for the itsy-bitsy, teeny-weeny signs.**

It was a great week-end anyway and we certainly enjoyed getting together with the delegation from the northwest. The possibility was discussed of preparing an event for next year's Pacific Coast Championships which would be prepared 1/3 each by SCCSCC, NCSCC and the NWRC to run from So. Calif. all the way up to Oregon or Washington and involve a 3 day competition. This would give each Council an opportunity to test entrants over a course it considered typical of events in its area and should better equalize the hazards encountered when running in foreign territory. This year the California team defeated the Northwest team with Bob Cook and Davie Davis taking top honors, but if they put on part of the event in their own country next year it might be a different story. We'll see what develops.

**In the meantime, there is a little assurance that our own local championship events will improve next year. At the SCCSCC Council meeting last week, in addition to adopting several amendments to the Rally Code for net year, the much sought-after Checkout Committee was approved—at least in principle. For 1961 a committee will be provided by the Council a pre-run all Championship events. The catch is that it is not, at least as of new, required that a sponsoring club use this Council-provided service. It is on an "available" basis, to be provided at the request of the sponsoring club. Naturally the glaring defect of the arrangement is that the clubs which most need the service may very well be those which think their event is ptrfect and that only those which take their responsibilities more seriously and therefore have the better events anyhow will take advantage of the service. Time will tell if this is the case, but rest assured that the first time a club fails to request a checkout of an event which later turns out to be defective, the checkout service will be made mandatory. So we have taken one step in the right direction. Code for next year, the much sought-after Checkout Committee**

(Continued on Page 7)

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# • Vignettes

[CONTINUED FROM PAGE 3]

dark horse . . . Nassau: Dazzling sunshine, gently-swaying palms, blah-blah. Bullcon! The rain and cold at practice earlier in the week were horrid. And on Friday 45mph winds and a rain squall caused cancellation of all the races. Art Peck was the only guy smart enough to bring a heavy overcoat from N.Y. . . It was pleasant chatting with one of the nicer guys in the game—**Chuck Hassan**, who has 3 car agencies in Cincinnati. He and his wife flew to Nassau for some sunshine. He was telling me this just as the squall practically blew him off the press section. . . . Another fine contact: **Bud Blume**, who writes a sports car column for the Chicago Sun-Times. . . . **Jack Brady** was with the CBS crew filming a 1½-hr. program that comes off Jan. 22 on a coast-to-coast program as a Sports Spectacular. Don't miss this one. . . . **Dale Driehurst**, on hand for every important race and who helped in the US Grand Prix at Riverside, succeeded **Ted Webbe**, CBS, in the annual dunking honors at the Pilot House party. By design or whatever, Dale wound up in the water this year. . . . Good job at the mike by **Chris Economaki** of Nat'l. Speed Sport News. . . . Moss' drive yesterday in the Governor's Trophy, when he came from last to 1st and then pulled out was one of the greatst feats this obsrver has witnessed in this dodge. At the time, the car had less than 350 mi. having raced a few laps at Riverside and won in Sweden and Laguna Seca. And today he lasted less than one lap. . . .

# Slalom

(Continued from Page 6)

will be.

We now have an hypothesis with two possible solutions: (1) these cars are "modified", or (2) they are not. If they are "modified" they should be placed in the modified class. If they are not they should remain in their proper "stock" class. The problem then is to determine whether they are modified or not. In order to do this we must first set up a definition of "stock" and "modified". Secondly, when a car is challenged we must have a procedure for checking the car against our definition.

The checking and who should do it would be no problem if it weren't for the time and labor involved. These usually cost money. We would, of course have a protest fee. How much should this be? It would have to be low enough to not discourage legitimate protests but high enough to discourage "spite" protests. It is possible that some mechanic might donate his time and labor, but we cannot depend on that. Also we may be donated a place for a tear down, but again, we can't depend on it. Obviously whoever loses the protest would have to pay. But is this fair? It can run into quite a bit of money; and for what? Just to have a car reclassified?

I don't condone cheating, and anyone who consciously does it is admitting his inferiority as a driver and as a man. But where is the dividing line between stop-light tuning and cheating? An engine swap is another story. This is a new car and is rightfully place in modified class.

There is another side to the coin. Obviously modifications can make a difference but, how much difference do these "modifications" actually make? Do they actually increase the performance in a slalom enough to overshadow a superior driving ability?

I don't think it makes enough difference to worry about. These "race" cars I mentioned prove this. They have undoubtedly been "breathed on" more than any other slalom car will ever be, and yet they do not show themselves to be enough superior to others to warrant reclassifying them. Those who do well in them do so simply because they are good drivers. I know because I have seen them do well in other cars. I would say that the factors rate as follows:

| Stock Car | Course Tight | Course Loose |
|---|---|---|
| Driver Ability | 55% | 75% |
| Suspension and Size | 40% | 10% |
| Engine size, power, and torque | 5% | 15% |
| **Modified Car** | | |
| Driver Ability | 49% | 68% |
| Suspension | 45% | 12% |
| Engine | 6% | 20% |

## S.F. SCCA Plans 8 Races for 1961

Ray Altman, who became 1961 RE for the San Francisco SCCA after defeating Bob Cole, has announced the Region's extensive sports car activities for next season. Three autocrosses are planned, plus a hill-climb. 4 concours and 8 road races. The race dates include Stockton in April, Sacramento in May, Laguna Seca in June and October, Cotati in July, Arcata in August, Vacaville in September and an open date in November.

## Tucson Race

(Continued from Page 4)

West.

**RACE 5—B-C-D PROD., F. JR:** 10 laps, 16 mi., 13:52.00. 1) John Anderson, Corvette; 2) Edna Sherman, Lancia Degrada; 3) John Howard, BMC F. Jr.

**RACE 6—MAIN, B-C-D-F-G MOD., B PROD:** 40 laps, 64 mi., 50:17.00 1) Dick Morgensen, Ferrari TR; 2) Bob Bondurant, Hageman Spl; 3) D. D. Michelmore, Porsche RS, BM) Bondurant; CM) Jim Chaffee; Pink Elephant; DM) Morgensen; FM) Michelmore; GM) Art Snyder, Lola.

## Autorama Set For February

The 11th annual Nat'l. Autorama will be presented in the Conn. state armory, Hartford, Conn., Feb. 22-26, 1961.

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### USAC HQ MOVES

USAC has moved from the Speedway to offices in mid-town Indianapolis, Henry Banks, Dir. of Competion announced recently. The new address is 1927 N. Meridian St., and the phone is WAlnut 5-5321.

## Rally Sparks

(Continued from Page 6)

was approved—at least in principle. For 1961 a committee will be provided by the Council a pre-run all Championship events. The catch is that it is not, at least as of now, required that a sponsoring club use this Council-provided service. It is on an "available" basis to be provided at the request of the sponsoring club. Naturally the glaring defect of the arrangement is that the clubs which most need the service may very well be those which think their event is perfect and that only those which take their responsibilities more seriously and therefore have the better events anyhow will take advantage of the service. Time will tell if this is the case, but rest assured that the first time a club fails to request a checkout of an event which later turns out to be defective, the checkout service will be made mandatory. So we have taken one step in the right direction.

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